

1 FEDERAL HIGHWAY ADMINISTRATION
2 LOUIS LAKE ROAD
3 SHOSHONE NATIONAL FOREST
4 WYOMING

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8 TRANSCRIPT OF HEARING PROCEEDINGS
9 OCTOBER 2, 2003
10 PRE-SHOW BID MEETING
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15 This Pre-Show Bid Meeting was held in Lander,
16 Wyoming, at the Best Western Inn of Lander, 260 Grand View
17 Drive, at 2:00 p.m. on Thursday, October 2, 2003. This
18 matter was reported stenographically by Sara C. McDowell, a
19 Registered Professional Reporter and a Notary Public of the
20 State of Wyoming.

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1 Those present at the head table:

2 Bert McCauley - Project Manager

3 Daniel Alzamora - Geotech Engineer

4 Brenda McGehee - Acquisition Program Specialist

5 Mel Dahlberg - Task Manager, Parsons, Brinckerhoff

6 Burns Davison - Washakie District Ranger,
7 U.S. Forest Service

8

9 Contractors Represented Contact Name

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11 United Rentals..... Vince Slusher

12 Inburg Miller Engineers..... Travis Pearson

13 American Civil Contractors..... Tom Hanke

14 Gursey Construction..... Brian Heikes

15 EH Oftetal & Sons, Inc..... Jeff McDonald

16 Rice-Kilroy Construction..... Jim Rice

17 Jeff Kilroy

18 McGarvin Moberly..... Charles Gilmore

19 Dave Christy

20 High Country Construction..... Richard Bennett

21 Chad Connell

22 Wilson Brothers Construction..... Kim Wilson

23 Circle Paving..... Lee Sims

24 Robert Clyde

25 Riverton Concrete Products..... Bob Lebeda

1 OCTOBER 2, 2003, AFTERNOON SESSION, 2:00 p.m.

2 PROCEEDINGS

3 MR. McCAULEY: I guess we will get started with
4 the question/answer period. My name is Bert McCauley, and
5 I'm the project manager on the project with the Federal
6 Lands Highway Division. And we'll start the introductions
7 here, and we will go right down the line.

8 MR. ALZAMORA: My name is Daniel Alzamora --

9 (The court reporter interrupts and asks the
10 speakers to speak slowly and clearly.)

11 MR. ALZAMORA: My name is Daniel Alzamora, and I'm
12 a geotechnical engineer with the Federal Land Division.

13 MR. DAHLBERG: I am Mel Dahlberg with Parsons-
14 Brinckerhoff Engineers. We did all the plan preparation and
15 the design.

16 MR. DAVISON: I am Burnie Davison. I am the
17 district manager here for the Washakie District of Shoshoni
18 National Forest.

19 MS. McGEHEE: I am Brenda McGehee, and I am in the
20 contracting section of the Central Federal Lands Highway
21 Division. And Sara just reminded all of you, please when
22 you ask questions, talk loudly and concisely and -- or not
23 concisely -- but make sure you enunciate well, so she can
24 hear. And before you ask a question, be sure you introduce
25 yourself. Give your name and the company that you're

1 representing.

2 MR. McCAULEY: Okay. What I want to do now is go
3 through -- I want to repeat what I've -- what I said this
4 morning, so in case -- so we get that on the record, except
5 maybe for the staking information. Is there anyone here
6 that was not here this morning? Everybody was here this
7 morning?

8 Okay. First of all, the rangers guard station
9 just inside the national forest can be used for a contractor
10 office. And the FHWA office will probably be there as well.
11 There's a phone and power service there. And a temporary
12 fence is being constructed there to help provide security
13 for any equipment or any other material you have to store
14 there. And the limits of that site will be worked out with
15 Burns here at the Washakie District.

16 Also, I wanted to -- as I said this morning, I
17 think that there would be contractor relocation -- or prime
18 relocation, whatever -- of the power line that goes to the
19 youth camp. Fremont County is not going to be able to
20 relocate that line with their forces, so we will include it
21 in the plans to be relocated by the roadway contract.

22 I think I also said that you don't have to be
23 present at this pre-show in order to bid on the project. I
24 want to make that clear, and I think that was said in the
25 notice that was put out.

1 And then I also wanted to go through the general
2 overview comments on the project that were on the
3 introductory handout sheet. So if you have that -- does
4 anyone not have a copy of that? Do we have more copies of
5 that?

6 MS. McGEHEE: Yes, we do.

7 (Ms. McGehee gives the documents to several people
8 who raised their hands.)

9 MR. McCAULEY: Down on the second half of the page
10 where it says general overview of the project on number one,
11 we're having this pre-show, because we were hoping that
12 there would be an early signage of the transportation bill
13 that's before the House and the Senate now.

14 And what we have heard just recently, in the last
15 couple of days, is that there's been a five-month extension
16 to the current funding levels under the 21 bill, which means
17 basically it's just an administrative funding -- it provides
18 administrative funding -- for us to continue to run our
19 operations. And it does not provide any construction money.

20 So what that means is the congress has given
21 themselves five months to come up with a transportation
22 bill. So in all likelihood, there won't be a transportation
23 bill until March. Which means that we can't advertise this
24 project until we have money from the new bill. So, you
25 know, hopefully -- we can all hope that we would get a bill

1 before Christmas.

2 We were planning on targeting sometime in February
3 as of an advertise date for this project. If we get a bill
4 before the end of February, that's -- that's when we will
5 try and advertise. If not, we will have to advertise when
6 we get a bill. So I want to give you that scheduling
7 information.

8 Let's see, on Item No. 2, we can talk about
9 specifics in the project when we get to that. On Item
10 No. 3, I wanted to just make it clear that these are some of
11 the stand-out items that will be in the contract: The
12 staging and storage and waste areas are not identified in
13 the contract, and those areas will be contractor selected,
14 as you need for your operations. That will be in
15 cooperation with our project engineer on site, and Burns
16 here at the Washakie District.

17 On any sites that are outside -- any storage or
18 staging areas that are outside of the area we have
19 cleared -- which is basically a 200-foot wide corridor --
20 any sites that are outside of that, that are contractor
21 selected, will need to be cleared -- they will need to be
22 certified through us, the federal highways, that all the
23 NEPA requirements are cleared, which basically means that
24 any threatened, endangered species, any waters of the U.S.,
25 wetlands, those types of issues, have been taken care of.

1 So you'll also need to certify, of course -- just
2 like on any contract -- that all state permits have been
3 taken care of for use of those sites. And then you would be
4 getting with our contracting officer or project engineer and
5 Burns to develop stipulations and conditions on the sites if
6 you wanted to use them. And those would be documented in a
7 letter and would become part of the contract, as far as how
8 that area could be used, what could be stored in that area,
9 and how that area would be reclaimed when the area -- when
10 you were finished using that area.

11 Let's see, I also mentioned in there -- and I want
12 to make sure you know -- that there's a WYDOT project that
13 will be ongoing simultaneously -- probably the first year
14 anyway. I am told by WYDOT that that project on the Sinks
15 Canyon Road is scheduled to be completed by September of
16 next year.

17 Let's see, Item No. 4 is self-explanatory. We
18 will be using FP96 metric for the project design. I am sure
19 you know that by now.

20 Let me back up to what I just said about the
21 staging, storage and waste areas. I wanted to mention that
22 there is a waste area that has been identified by the
23 Shoshone National Forest on forest property that is about
24 two miles west of the project on the working road. Isn't it
25 about two miles?

1 MR. DAVISON: It's not quite two miles.

2 MR. McCAULEY: So that area -- that waste area has
3 been made available for the contract. But I still have to
4 go through many kinds of discussions with Burns about how --
5 what you are going to waste there, and how you are going to
6 waste it and grade it out or whatever.

7 On Item No. 5, the environmental constraints on
8 prosecution of the work in some areas. In Section 108,
9 which is Page I-16 in the SCR, there is an active Peregrine
10 Falcon nest, so we have some stations there under 108.01
11 (a), where blasting can't occur between April and June. On
12 Item (b) in that section, we're going to perform a Goshawk
13 survey as early as possible in the spring of next year to
14 determine if there's any Goshawk nesting in the area.

15 If there are, I can't tell you at this time what
16 the measures and controls would be on construction to
17 prevent disturbance to them. I don't believe they would
18 hamper work that substantially. But at this time, we don't
19 know what those measures and controls would be. And
20 hopefully, there won't be any nesting in the area. We have
21 suitable habitat, but we have not found any in the past.
22 And hopefully, that will not occur.

23 On Item (c), the cleaning of all the equipment,
24 we'll just be asking, I think, in that situation that the
25 equipment be thoroughly washed when brought on the project.

1 It's not meant that you have to clean it every day. We just
2 don't want to bring in any noxious seed or any other
3 materials like that.

4 On Items (e)(f)(g), we're discussing there
5 basically, the public information. In getting information
6 to the public on this project, we have decided that we are
7 going to hire a public information specialist or a
8 consulting firm, if you want to call it that, to run that
9 public information program.

10 And all we will be asking from you is to
11 coordinate with that person through our CO, providing work
12 plans and schedules and traffic control information, so that
13 firm can get out the information to the various media and
14 also to the Shoshone National Forest's various offices, so
15 they can answer questions in a timely way about what's going
16 on with the project.

17 Then, I think -- I think I'll just -- the traffic
18 control restrictions on there, we went to a considerable
19 amount of effort to work out traffic control and what's left
20 to be open and whatnot, with the folks that need the road.
21 And I think I'll just wait for questions on that.

22 But to give you an idea that the intent of that is
23 that the water supply of Lander is up there. The Fremont
24 County Youth Camp is up there. And Fremont County gets some
25 revenue from that youth camp. So those two entities, for

1 sure, they need to get through when they need to get
2 through. And of course, along with emergency vehicles that
3 need to be able to work.

4 So there are some -- I mean, you can read those --
5 but there are some conditions as far as when and where and
6 how and why traffic control has to be worked around.

7 On Item No. 6, as a general overview, I have
8 indicated that there was some local opposition. And I don't
9 know how many of you are from this area, but we have been
10 through a long, drawn-out process with the public in this
11 area on this project. And we have probably done more
12 consultation than any other project I can remember in recent
13 history.

14 So we have got a good number of commitments that
15 are geared towards meeting that public criticism of the
16 project. And, you know, we will be paying real close
17 attention to how we -- how we progress the work, as far as
18 the aesthetic outcome of the work.

19 There will be a -- I think I mentioned that in
20 that item -- a landscape architect will be required for
21 consultation. But we have decided, in meeting with the
22 forest service, that Shoshone National Forest is going to
23 provide that service to us, and that will not be required as
24 part of the contract.

25 There will be some coordination with the --

1 through the Shoshone National Forest field rep and Burns and
2 their landscape architect and vegetation specialist through
3 our contracting officer. In other words, I guess what I am
4 saying is, you won't be able to just go out when you are
5 taking out a slope and rip it down the way you would maybe
6 like to.

7 There might be some requirements to take it down a
8 certain way when you get into certain areas. So be that
9 kind of -- I guess you might call it a constraint, but I
10 just want to be careful about how we shape the slopes on the
11 project so that it looks as natural as possible. And there
12 are planting pockets available, things of that nature.

13 On Number 7 there's going to be a merchantable
14 timber purchase required. And the way that's going to work
15 is -- I have not written the SCR for that -- but the way
16 that will work is that we will have an estimate for the
17 amount of timber that is merchantable. And then the
18 clearing contractor will need to remove that timber.

19 We will need to first of all get an -- enter into
20 an agreement with the Shoshone National Forest. But you
21 will remove the timber and dispose of it however you want
22 to, after you pay the forest an amount of money if they
23 estimated that's how much it's worth.

24 And right now, the preliminary estimate on that is
25 \$5,000 merchantable timber.

1 And that is an example agreement that needs to be
2 taken care of before clearing can start. And that will be
3 back in the final SCR on the project.

4 The way that'll work is that once you have gone in
5 and set reference hubs, as far as how the "rounding" is
6 going to work out based on how it's cut, then you will be
7 contacting the field rep with the Shoshone National Forest,
8 and they will come out and work with you in marking these
9 trees and whether or not in those slope "rounding" limits
10 are merchantable. The idea being that we want to leave as
11 many trees within there as we can.

12 Obviously, there will be some real close to the
13 cut that we won't be able to leave. But if there are some
14 borderline or near the outer "rounding," and we can leave
15 them, then we will leave them. So that's the idea on that
16 requirement.

17 There's one other thing I wanted to make sure we
18 cover, and that's that I wanted to mention that we have
19 worked out with the agencies -- in the last day or two --
20 and that is that at the pre-con, we are going to be asking
21 that a haul road plan be submitted, or a hauling plan be
22 submitted.

23 And basically what we are talking about is a map
24 with the haul routes designated on it, and what duration
25 your hauling is going to be -- what the scheduling for your

1 hauling is going to be, what kind of vehicles you will be
2 using, et cetera, that kind of thing. And we will explain
3 that more in the SCRs that we put in for that particular
4 requirement.

5 But the idea is that you and the owner of the
6 roads, along with our CO, would get together and work out a
7 plan for how hauling is going to operate on that roadway,
8 and how any repairs might be taken care of and paid for and
9 whatnot.

10 You know, it's possible there could be some county
11 roads involved. It's possible there could be forest roads
12 involved. And the owners of those roads are concerned about
13 the condition they are left in, and also they are concerned
14 about the safety to the public while hauling on that.

15 So I think -- I don't know if I mentioned -- I
16 probably didn't mention -- but there's no contractor --
17 there's no identified source of material for the project.
18 It's contractor-selected source. And the source that is
19 being used for the WYDOT project on the Sinks Canyon Road is
20 my understanding state land, and there's only so much
21 material that can go out of there. And there are
22 reclamation requirements.

23 And there's basically -- WYDOT has given a
24 guarantee that that will be used for that project and then
25 shut down and not used again. And that's what we're told by

1 WYDOT at this point in time, as far as that pit on the Sinks
2 Canyon Road.

3 I think that's all I wanted to point out. Let me
4 start off the question period by reading the question we got
5 from Riverton Concrete Products. And they asked the
6 question: "Plans appear to show in part pre-cast concrete
7 box culverts. Similar products proprietary for CONSTAN.
8 Will you accept other products which may be more, quote,
9 'square' in lieu of the quote 'arch' style?"

10 And the answer to that is, yes, we will. Box --
11 you can submit any kind of box that fulfills the
12 requirements of that. We are not asking for a sole source
13 provision on that. And that's all I had. Did anybody else
14 have anything they wanted to point out before we get to the
15 questions and answers?

16 Okay, I guess we are ready to entertain questions.
17 And I guess we want everyone to state their name and what
18 company they represent?

19 MS. McGEHEE: Right.

20 MR. RICE: Jim Rice, Rice-Kilroy Construction.
21 The present WYDOT project that went through the -- located
22 in the pit up there -- because they were concerned about the
23 damage to the county road or city streets going from the
24 present pits that are available here.

25 You state we submit a plan as to who's to take

1 care of damages? Will the contractor be responsible for
2 damages on the roads, or are you, the owner, going to help
3 take care of those damages? You are not giving us a pit, so
4 we have to get it from somewhere.

5 MR. McCAULEY: What we are thinking right now is
6 that we would include some money in the contract -- in the
7 way of equipment hours or whatever -- to pay for any repairs
8 that need to happen. And we are also thinking that we
9 would -- there would be an initial survey of those roads
10 done -- a visual survey or windshield survey done -- with
11 the owner and the contractor and our CO, to agree on what's
12 in bad shape and what's not.

13 And, you know, we will tell you that we want this
14 to be left in at least this condition, and there would be
15 money in the contract to help pay or provide for any repairs
16 that needed to be done. So we would be asking the
17 contractor to do those repairs, but we would be providing
18 the equipment hours to do that with.

19 MR. RICE: Thank you. Jim Rice, Rice-Kilroy
20 Construction. What is your anticipated contract time? One
21 season or two, do you think?

22 MR. McCAULEY: That is going to depend on when we
23 are going to get it advertised with the new bill that we are
24 waiting on. If we can get it advertised when we want to,
25 which is in February, and get an April award, we are

1 thinking that it might be able to be done in two years.

2 If we get a late award, you know, in the '04

3 season, it could dribble into a third year.

4 MR. HANKE: Tom Hanke, with ACC. Can you explain

5 exactly where this station area is? I am confused exactly

6 as to where it is. Is it the one by the guard station?

7 MR. McCAULEY: Okay. Okay. Just as you go across

8 the cattle guard into the national forest, the only building

9 on your right is a little duplex looking thing, right?

10 MR. DAVISON: Yeah, and there's a little mobile

11 home trailer sitting right next to it.

12 MR. HANKE: So it's right after that cattle guard

13 there?

14 MR. DAVISON: No, it's up about a mile and a half

15 to the forest boundary.

16 MR. HANKE: Oh, along 131?

17 MR. DAVISON: Yes -- yes.

18 MR. HANKE: Okay, which side of the road?

19 MR. DAVISON: It's on the right-hand side as

20 you're going up.

21 MR. HANKE: All right. All right. On the

22 schedule, I notice it says Schedule A. Is there an A, B or

23 C where you keep adding to it?

24 MR. McCAULEY: Right now we are not anticipating

25 any schedules.

1 MR. HANKE: Just the one schedule?

2 MR. McCAULEY: Just the one itemized schedule.

3 MR. HANKE: And what type of bid is this, just --

4 (The court reporter interrupts and asks for

5 clarification.)

6 MR. HANKE: What type of bid is this? Is it

7 low-dollar guy gets it? Does the low bidder get the job?

8 MR. McCAULEY: Yes, that's right. Any other

9 questions? You mean these plans were that good?

10 MR. RICE: Jim Rice again. You state you have a

11 200-foot corridor top and bottom. Does that mean we can

12 utilize the area outside the clearing limits for a staging

13 area without Burns approval, or once we go outside the

14 staging area -- or the clearing limits -- do we need to have

15 approval?

16 MR. McCAULEY: You will be asked to stay inside

17 the clearing limits. And anything outside of that will have

18 to be coordinated through Burns for use as storage area or

19 whatever.

20 MR. RICE: Even if it's inside the 200-foot

21 corridor?

22 MR. McCAULEY: That's correct. That 200-foot

23 corridor area was just for clearance. The ground surveying

24 we did for our archeological and things was in that area.

25 But then that part will be done --

1 MR. RICE: But then that's easier than going to
2 them and asking for a new place, correct?

3 MR. McCAULEY: Right, that's correct. Anything
4 outside of that 200-foot corridor, we would not have cleared
5 in the environmental document. So you would have to do that
6 as well as develop any strips or --

7 MR. RICE: But inside the 200 feet, we could
8 just say, we'd like an area here, and it should --

9 MR. McCAULEY: It should be environmentally
10 cleared, yes.

11 MR. RICE: Fine.

12 (The following speaker did not sign the pre-show
13 conference sign-up sheet.)

14 MR. CHRISTY: Dave Christy, with McGarvin Moberly.
15 Do you have water sources of any type set up, or is this on
16 the contract?

17 MR. McCAULEY: We haven't. We have not set up any
18 water sources, no. That would be contractor selected
19 sources.

20 MR. McDONALD: Jeff McDonald, EH Oftetal & Sons.
21 On Sheet A-13, the Grading Summary, Note 2, I believe, the
22 wall excavation quantity is a subsidiary item and is not
23 included in any pay item on classified excavation or
24 anything else. Is that correct?

25 MR. DAHLBERG: That's correct. That needs to be

1 included in the cost of the MSE or the wall. It's basically
2 that wedge of soil behind the wall that needs to be a
3 granular material.

4 MR. ALZAMORA: We were anticipating using the
5 material from the site.

6 MR. DAHLBERG: Right, but it was not a separate
7 pay item.

8 MR. RICE: On-site material?

9 MR. DAHLBERG: Yes.

10 MR. ALZAMORA: There will be some requirements for
11 on-site material, but we are anticipating that most of the
12 on-site material will be able to be used for the wall.

13 CLARIFICATION BY MR. ALZAMORA:

14 The fill materials used in the MSE walls must meet
15 the specifications in the SCR. We do anticipate that some
16 to most of the material excavated from the site will meet
17 these specifications.

18 MS. McGEHEE: Did you have another question,
19 Mr. Rice?

20 MR. RICE: Yeah. The waste area, is it big enough
21 for 11,000 --

22 MR. DAVISON: If it's not, we can enlarge it. We
23 can make it fit.

24 MR. RICE: I mean, you've got 11,000 of waste --
25 11,000 meters of waste, and we only have 15,000 yards.

1 It's -- you've got a big enough area to accept that though?

2 MR. DAVISON: Well, we looked at it, and we
3 decided that it would hold most of it. It may not hold all
4 of it, but we can clear it and go ahead to the west if we
5 need to.

6 MR. RICE: Okay. Will you allow the grinding back
7 on site, if we chip -- on the clearing and grubbing -- if we
8 chip it, will you allow it back on site?

9 MR. McCAULEY: I tell you, I am going to defer
10 that to -- are you talking about the slash?

11 MR. RICE: Well, we would grind it. It would just
12 be like a 3-inch minus or something like that.

13 MR. McCAULEY: I'm going to -- I going to refer
14 the answer to Kent Houston. He's in the back. He is the
15 re-vegetation specialist on this. Kent, they want to know,
16 can they chip, slash, and lay that back on the site? And I
17 think we agreed that we did not want that -- and it's Jim,
18 right?

19 MR. RICE: Yeah.

20 MR. McCAULEY: How were you thinking of using
21 that?

22 MR. RICE: Well, either incorporate it in some of
23 the fill. Sometimes you just go through and clear it and
24 blow it on the ground and mix it right back in with your top
25 soil, and then strip the top soil and just incorporate it

1 back.

2 I mean, otherwise, we have to haul all that off
3 the mountain. It is a chipped product. But, you know, I
4 don't know how many truckloads there would be. But there's
5 a fair amount of material that will end up being generated
6 there, that's outside the logs.

7 MR. McCAULEY: I think -- I think we would like to
8 maybe research that further and get you an answer in the
9 written transcript. We did discuss that we didn't want it
10 mixed in the top soil, right, Kent?

11 MR. HOUSTON: That is correct.

12 MR. RICE: You did not?

13 MR. McCAULEY: We did not, because it takes away
14 nitrogen or whatever from the plants. But as far as being
15 able to mix it into the embankment material or whatever, I'm
16 not sure. But we will get an answer for that.

17 MR. HOUSTON: Yes, I need to think that question
18 through.

19 RESULT OF DISCUSSIONS BETWEEN FOREST SERVICE AND
20 FEDERAL HIGHWAYS FOLLOWING PRESHOW:

21 We will not allow slash to be chipped on-site and
22 used for mulch or buried in fills. It could be disposed of
23 at the SNI waste area mentioned earlier, or hauled off to a
24 contractor selected site.

25 MR. RICE: Okay.

1 MR. McCAULEY: One thing I wanted to point out if
2 I could, that is going to change from the soil nail wall
3 stone masonry covering. With what we're showing now, we
4 don't have a specification for that, and we recently got one
5 on that. If you have architectural graphic standards, what
6 we're going to require on the face of that wall is an
7 uncoursed full stone pattern, on the face of that wall.

8 And the size of the material that will be put on
9 that wall will be -- 60 percent of the total rock face would
10 be 12 by 20 or 16 by 30-inch rock. So 30 to 40 percent of
11 the total rock face would be stones ranging from 6 by 14, to
12 12 by 20 in size. And 5 to 10 percent of the total rock
13 surface would be small filler stones.

14 And we are looking at plus or minus 5 percent. So
15 we would be looking for a quarry gravel stone mix that met
16 those specifications, and there would be a cap stone on it.
17 We'd have joints raked through an average depth of -- I
18 think one and a half inches, but not exceeding two inches.

19 And I just want to point out the color of the
20 material on the wall. When it's finished, we wanted it to
21 match the surrounding rock that's out there. So just to
22 point out that it's not -- we are looking for an aesthetic-
23 looking wall there when it's done, and basically not a brick
24 wall.

25 MR. RICE: Is the rubble masonry rock 87 meters?

1 But you've got meters cubed. I mean, if you are going to
2 measure it in volume metrically -- do you have it cubed
3 there?

4 MR. McCAULEY: No.

5 MR. RICE: Or is it a tie-back? Oh, a tie-back
6 wall 388 meters square?

7 MR. McCAULEY: Correct. That is the tie-back
8 wall.

9 MR. McCAULEY: It is a cut wall, the last wall on
10 the job on the up-hill side. And I want to point out that
11 that information would not be in what you have now. Just
12 so you know, we are looking for aesthetic treatment on that
13 wall. You will be submitting rock samples to the CO to get
14 approval with the landscape architect, before he went to
15 work on that wall.

16 MR. KILROY: Jeff Kilroy, Rice-Kilroy. Could we
17 use the rock that was on the job?

18 MR. McCAULEY: You could. There's no reason you
19 could not.

20 MR. RICE: Jim Rice. Will you have -- at the
21 pre-con, can we set some time limits on approvals getting
22 back, being we are going to have to work with an agency
23 outside of you folks on the landscape work? And you say
24 even the cut slopes, would it be feasible to set some time
25 frames to keep the project moving, so that if we submit

1 samples, we can expect an answer within so long?

2 Or when we are ready to cut a slope -- I mean, you
3 know, we are working outside of your agency, and, you know,
4 you are the owner. And the project has to move forward. So
5 sometimes when those things happen and it drags the contract
6 out. And rather than do that and give everybody a case, if
7 we just set some deadlines, then we are all under them --
8 both the contractor, owner and consultant -- and whoever you
9 bring in.

10 MR. McCAULEY: That would be completely
11 reasonable.

12 MR. RICE: That would be good for us. We would
13 appreciate that as contractors.

14 MR. McCAULEY: That is good input.

15 MR. McDONALD: Jeff McDonald, EH Oftetal and Sons.
16 On Sheet I-40, I believe it was trying to say that Monday
17 through Friday, after June 1st, you have to have no delay to
18 the traveling public from 4 p.m. to 8 p.m.; is that correct?

19 MR. McCAULEY: I am sorry, could you repeat that?

20 MR. McDONALD: On I-40.

21 MR. McCAULEY: Where it says after June 1?

22 MR. McDONALD: Yep.

23 MR. McCAULEY: And the question was?

24 MR. KILROY: Well, it says in there you can't open
25 the road. And if you close the road to build the wall --

1 (The court reporter interrupts and asks the
2 speaker to speak more slowly and clearly, and to identify
3 himself.)

4 MR. KILROY: Jeff, Rice-Kilroy. If you come in
5 from the other way and plow the snow to keep the road open
6 to the people -- and basically, to build them walls, you are
7 going to have to close the road. You are not going to have
8 room. So are we going to have to plow snow every time we
9 get a spring snowstorm here?

10 MR. RICE: And another thing, will you allow a
11 stoplight at the wall construction, or will that be
12 considered a delay? I think you have enough room for
13 one-way traffic there, but you don't have enough for
14 two-way. And would you count as a delay a stop-and-go
15 light?

16 MR. McCAULEY: No. I think, in fact, we have a
17 traffic control sheet that shows a stoplight and/or a stop
18 sign.

19 MR. RICE: And could you clarify that and allow
20 that? Well, a stop sign, you might not have the visual
21 distance. The traffic-control people, I believe you would
22 rather deal with that than 24 flagging or something like
23 that. Put a stop-and-go light up for the duration.

24 MR. DAHLBERG: And we had the items in there for
25 that. The temporary traffic control is specifically for

1 that.

2 MR. RICE: But it doesn't read -- what Jeff was
3 asking is, it does not allow for that, if you want two-way
4 traffic non-delay from 4 to 8 p.m. And if we put the
5 stoplight up, it's there for the duration of the wall
6 contract. Is that what you are getting at, Jeff?

7 MR. KILROY: Yeah; it says no delay, period.

8 MR. RICE: No delay.

9 MR. McCAULEY: Okay. It appears we need to
10 clarify that. We didn't mean to indicate that there would
11 have to be two-way traffic. We realize those walls can't be
12 built with two-way traffic. So we will allow one-way
13 traffic.

14 And I don't think a light -- what we are trying to
15 say there -- and apparently we need to clarify that -- is
16 that we don't want traffic stacked up for, you know, an hour
17 waiting to get through a one-way lane. The time they are
18 waiting, plus the time it takes to clear, can be no more
19 than 30 minutes on a one-way lane.

20 And then if you're -- from 4 to 8 p.m. every
21 night, we want -- I mean, there can be times when you can
22 close the road. We have already said that can be worked out
23 in advance with the CO, as to when road closures can occur
24 and for how long. But from 4 to 8 p.m. every night, we need
25 to allow time where it cannot be closed, where people can

1 get on and off the mountain every night.

2 MR. RICE: Tell us how many we are limited to.

3 There's four walls. Can we put two up at a time and work on

4 two with the stoplights or three?

5 MR. McCAULEY: We have not specified.

6 MR. RICE: Well, I am asking you to consider what

7 you think would be prudent, and then we know how to bid it.

8 MR. McCAULEY: Well, we don't want to constrict

9 your thought process in any way. If you can do all -- am

10 I -- am I right about this?

11 (Mr. Davison nods his head.)

12 MR. McCAULEY: -- if you can do all four of them

13 and cut the wall all in one operation anyway, to get traffic

14 through there, I don't think we have a problem with that. I

15 think it's, you know, the -- the thought being that we are

16 just not going to allow, you know, to close the road for an

17 entire week or, you know, a week at a time.

18 MR. DAVISON: There's another -- Burney Davison

19 with the Forest Service -- there's another part of this that

20 you need to be aware of, and one of the reasons we are

21 trying to get this thing so that you can bid on it and get

22 the contract as early in the spring as possible, is because

23 normally we do not open the gate to allow people to get up

24 there until after -- or right around memorial day weekend or

25 the 1st of June.

1 So we are hoping that the weather -- and generally
2 the weather is dry enough on the bottom on that first mile
3 of -- actually, it's the last mile of the project, the first
4 mile going up the hill -- such that the person can get in
5 there and work continuously, without interruption and
6 without trying to provide for traffic and everything else,
7 like for April and May; to give you as much time as possible
8 to do some quality work.

9 And then we are trying to deal with trying to get
10 people in and out, so that they can access the wilderness
11 trailheads, access those campgrounds and that sort of thing.

12 And the reason for the snow plowing is, if you
13 were to start -- I think we said before June -- or May the
14 23rd --

15 MR. McCAULEY: June 1st.

16 MR. DAVISON: -- was so that the youth camp folks
17 can get in there and get their youth camp set up. And they
18 can come in from the south end all the way through, without
19 disturbing work on the project.

20 And the same thing for the City of Lander water
21 system. Those people need to get in there and tend to that,
22 so that they don't have a wreck when the spring runoff comes
23 up. So that was why we said to try to keep that upper road
24 open, so they can get in and out, yet the contractor can
25 still get something done. If that helps you.

1 MR. KILROY: Yes, it does. I mean, we can work on
2 this end. We just open it up to the upper highway and --
3 MR. DAVISON: Correct.
4 MR. KILROY: -- let them come in that way. It's
5 longer for them, because they've got to drive clear up
6 there. But they can get through there without impacting us.
7 MR. DAVISON: That's right.
8 MR. McCAULEY: And in the fall, I guess, there's
9 another closure that takes place at some point.
10 MR. DAVISON: Yeah, we close it for snowmobile use
11 in the wintertime. And so a person would have to leave it
12 in the condition that you can run a snowmobile through
13 there. Because you get snowed out generally around the
14 middle of December. But by the same token, the campground
15 is closed. Nobody rarely uses the wilderness once you get
16 through the hunting season.
17 But the month of September is another down time,
18 as far as traffic. Traffic is very light in September. And
19 then in October it picks up for the hunting season. And
20 then after hunting season, it trails off again. So if you
21 have a late fall, you can continue to work in the fall. But
22 of course that's -- nobody knows the answer to that.
23 So what we are trying to do is get you some blocks
24 of time to do some quality work, so you don't have to mess
25 around with the traffic all the time.

1 MR. McCAULEY: And that -- just to throw something
2 in there -- it reminded me that we will need to develop
3 something to put in here about maintenance of traffic for
4 winter closure. We will have to leave it in some kind of
5 shape, where the groomers and the snowmobiles -- or the
6 snowplows can get through there without running off and
7 hitting something.

8 Did that answer your question?

9 MR. KILROY: Yes, thank you.

10 MR. McCAULEY: Yes.

11 MR. RICE: Burns, is there any camping allowed up
12 there at all for our people? Can we --

13 MR. DAVISON: What do you mean, Jim?

14 MR. RICE: Well, if we have people wanting to stay
15 up there -- in the campground up there -- are they excluded,
16 or can they just, you know, go 14 days or --

17 MR. DAVISON: No, we can deal with that. We can
18 designate an area or areas that will meet your needs. We
19 won't be able to put you in a campground per se. But that's
20 not to say if you want to stay in the campground and pay a
21 fee, you can do that. But we can arrange for areas where we
22 think we can put you up.

23 MR. RICE: Are there any dump stations on top?

24 MR. DAVISON: No.

25 MR. RICE: No.

1 MR. McCAULEY: Burney, I had a question. Karen at
2 one time was working on a -- some kind of a food plan, or
3 was that for this project?

4 MR. DAVISON: That does not apply. We don't have
5 to do that right now.

6 MR. RICE: Not in this end of the county.

7 MR. DAVISON: Right.

8 MR. RICE: It might change by next year, right,
9 Burney?

10 MR. DAVISON: No, I don't think so.

11 MR. CHRISTY: You have got California type
12 profilograph specified in here. Was that the new laser type
13 that the highway department has? Would that suffice as far
14 as the smoothness spec --

15 MR. McCAULEY: I don't have any answer to that
16 one. I will have to get with our pavement guy.

17 MR. CHRISTY: Okay.

18 MR. McCAULEY: And see what he says. And if I --
19 let me make sure I understand your question is that will the
20 WYDOT laser type for profilograph substitute for the
21 profilograph requirements we have here?

22 MR. CHRISTY: Right.

23 MR. McCAULEY: I'll get you an answer to that.

24 RESULT OF DISCUSSIONS BETWEEN FOREST SERVICE AND
25 FEDERAL HIGHWAYS FOLLOWING PRESHOW:

1 Our specification will remain as written.

2 MR. RICE: We don't have the California type in
3 the state, everybody here uses --

4 MR. CHRISTY: We have one, and I think there's two
5 others in the state.

6 MR. McCAULEY: One thing I could point out that we
7 have changed and discussed since the last couple of days is
8 that in turf establishment, the mulching that we are going
9 to be -- what we are going to be referring you to, as far as
10 mulching goes, is it will not be a 625 spec. It will be a
11 713 spec.

12 And we are going to be asking for a recycled pulp
13 fiber for the mulch, which I think is commonly known as
14 bonded fiber matrix and/or erosion control matting Excelsior
15 blanket. So there will be areas where there will be bonded
16 fiber matrix on top of the seed, and there will be areas
17 where there will be an Excelsior blanket on top of the seed.
18 But just those two.

19 RESULT OF DISCUSSIONS BETWEEN FOREST SERVICE AND
20 FEDERAL HIGHWAYS FOLLOWING PRESHOW:

21 (Note: Excelsior blanket is being considered for
22 elimination in favor of 100% BFM.)

23 MR. RICE: On your clearing limits, will you
24 pay -- you have got 16 hectares. Okay, Central has paid for
25 the whole limits of the job, generally. In other words the

1 width, clearing limit to clearing limit, the length of the
2 job, which is how you measure it correctly.

3 Western Federal has been issuing plans lately with
4 the roadway template taken out.

5 MR. McCAULEY: Oh, really?

6 MR. RICE: The last two in the park had the
7 roadway template excluded from the clearing limits -- or the
8 hectares. So this one -- I'm assuming that with this number
9 of hectares that you're -- let's see, the mulch --

10 MR. McCAULEY: I am going to have to check that,
11 Jim. I'm thinking it's what we have got shown in there.

12 MR. KILROY: Outside to outside?

13 MR. RICE: You generally go clearing limit to
14 clearing limit, the length of the job.

15 MR. McCAULEY: Right.

16 MR. RICE: But Western has changed it. And I just
17 want to make sure you have not.

18 MR. McCAULEY: I will verify that for sure. But
19 for right now, I am thinking 16 hectares is about, what, 40
20 acres?

21 MR. RICE: It's got to be one or the other.

22 MR. McCAULEY: Right, but I will verify that.

23 RESULT OF DISCUSSIONS BETWEEN FOREST SERVICE AND
24 FEDERAL HIGHWAYS FOLLOWING PRESHOW:

25 The clearing and grubbing quantity shown on the

1 plans does not include the existing roadway prism. The
2 output from Geopak for the Clearing And Grubbing (27.56 ha)
3 has an estimated area of the existing roadway prism
4 subtracted [5 m average roadway with 3 m on either side of
5 cleared prism slope for a total of 11 m (36 ft) times the
6 length (12.69 ha)]. An adjustment was made that added area
7 back in to account for the additional clearing and grubbing
8 at the realignment section (1.26 ha). The calculation is
9 $27.56 - 12.69 + 1.26 = 16.13$ ha total clearing and grubbing.

10 MR. RICE: Do you have anything at all in the box
11 culvert, or is that left to our design? Is there anything
12 in here on it?

13 MR. DAHLBERG: It's just that basic shape --

14 MR. RICE: Is there a basic shape shown?

15 MR. DAHLBERG: Yeah, there's a layout sheet. I
16 think if you look at D -- Sheet D 1-A and D 1-B, there's a
17 basic shape. It is the basic configuration, and then
18 there's a little bit more of a blow-up on D 1-D.

19 MR. RICE: Yeah, okay.

20 MR. DAHLBERG: One thing I want to point out with
21 that, it needs to be a native bottom. That's the main thing
22 why we went with the three-sided culvert with the native
23 rubble or river rock from the bottom of it. And it needs to
24 be at least that wide and meet that stream criteria for the
25 velocity of basically one meter per second, so the fish can

1 migrate upstream. That's why it needs to be that wide is to
2 keep the velocity.

3 MR. RICE: We just packed rocks in two of them.

4 MR. McDONALD: Jeff McDonald with EH Oftetal.
5 Going back to that sheet A-13, the Grading Summary, the wall
6 backfill is also not a payout. There's no payout for the
7 wall back, is there?

8 MR. RICE: The MSE wall?

9 MR. McCAULEY: Yeah, there's no payout.

10 MR. RICE: We didn't get paid on Fall Creek for
11 that.

12 MR. ALZAMORA: The wall backs are incidental to
13 the wall.

14 MR. McDONALD: Thank you.

15 MR. SLUSHER: Vince Slusher, United Rentals.
16 Talking about the signals that were brought up. Here in
17 Wyoming, they require us to have them cabled, so they talk
18 to each other through a cable. Is that going to be required
19 or can we have the remote access where they communicate back
20 and forth by radio link?

21 MR. McCAULEY: We haven't gotten that far into it
22 as far as I know. What -- we will have to see what we would
23 like, I guess. What do you prefer?

24 MR. SLUSHER: It really doesn't matter to us.

25 MR. McCAULEY: Okay.

1 MR. SLUSHER: Radio link is probably going to be a
2 little more efficient. And that will be because of the
3 contractor trying to do their dirt work. You put a little
4 cable down, and you can't see it. And when they run over
5 it, you lose your communication right there when it gets
6 busted.

7 MR. McCAULEY: Okay. I'll have to get back to you
8 on that.

9 RESULT OF DISCUSSIONS BETWEEN FOREST SERVICE AND
10 FEDERAL HIGHWAYS FOLLOWING PRESHOW:

11 Either technology, cable or radio-link will be
12 allowed.

13 MR. SLUSHER: Okay. Another problem with the
14 signals too, is also going to be the placement of them. In
15 a lot of those locations, I don't know if you are going to
16 have room for that signal to be sitting there. Because of
17 the drop-offs, they may have to sit right on the road and
18 take up one lane. Because they are about a four by six
19 trailer.

20 MR. RICE: Jim Rice. What type of preliminary
21 information prior to construction will you furnish us on the
22 survey to verify? Will we get a disk with all the
23 earthwork, you know, and everything? And will we need to
24 verify yours?

25 MR. McCAULEY: Don't we submit --

1 MS. McGEHEE: We always have the geotech material
2 support earthwork summaries available. And if you would
3 like a copy of them, we would be more than happy to provide
4 those to you on a hard copy, no disk.

5 MR. RICE: No disk?

6 MS. McGEHEE: No disk.

7 MR. RICE: We got disks the last two jobs from
8 Central.

9 MS. McGEHEE: Did you?

10 MR. RICE: Yeah.

11 MS. McGEHEE: For the earthwork?

12 MR. RICE: Yeah.

13 MS. McGEHEE: What two jobs?

14 MR. RICE: Driggs and Fall Creek Wilson.

15 MR. McCAULEY: We are requiring them to submit
16 CDs.

17 MS. McGEHEE: Okay, yeah, we will get you a CD of
18 the earthwork.

19 MR. RICE: If we verify your quantities before
20 then, we have no question, unless there are changes.

21 MS. McGEHEE: If they provide us with a CD, then
22 we can certainly make copies to any contractors that would
23 like that.

24 MR. RICE: Okay. And then your survey is going to
25 be verified from the ground or all from aerial?

1 MR. McCAULEY: From the ground. The sections that
2 are out there now on tangents and the flatter curves are at
3 20 meters, and then on our sharp curves, they are 10.

4 MR. DAHLBERG: Those are 10 meters.

5 MR. McCAULEY: And I think -- did we require 10
6 meter sections at walls?

7 MR. DAHLBERG: I don't think so. I think it was
8 only the tighter radius curves.

9 MR. RICE: On the wall submittals then, if you
10 have it done on 10 meter sections, how tight do you want us
11 to run for your approval, the shop drawings as a geotech?

12 MR. ALZAMORA: As a geotech, we're going to look
13 at the design, work the analysis of the walls, and make sure
14 that your design works -- that the analysis matches -- and
15 the calculations match the drawings. From a geometry point
16 of view, I am not sure what we normally do.

17 MR. RICE: Well, I believe the information you
18 furnish us will not be sufficient. We will have to go
19 resurvey the walls. And the problem we have is --

20 MR. ALZAMORA: Well, usually -- sorry to
21 interrupt -- usually the contractors, in the specifications,
22 are required to resurvey the walls and layout. The
23 contractor will have to layout the walls on cross-sections
24 and develop a new elevation view for the wall.

25 MR. RICE: Yes, because --

1 MR. ALZAMORA: And submit it to the project
2 engineer for approval.

3 MR. RICE: -- trying to get an early start to
4 benefit from when Burns says the road opens, that all drifts
5 snow on the downhill side. It's like 6 weeks or more to get
6 submittals in and back to us normally. And so that requires
7 us to get the actual elevations quite early in the year.
8 And when the snow is there -- so we are going to lose the
9 window that he is talking about, if we have to resurvey for
10 you.

11 But if you surveyed the walls in and had accurate
12 information now that you could furnish us with, prior to the
13 snow being on there, then we could get that part going.

14 Otherwise, we are going to lose it. Because, you
15 know, how long it takes. I mean, it takes 6 weeks, and
16 that's all there is to it. We've got to go survey the
17 footage, do the elevations, do our drafting, submit it to
18 you. And so that's two months. And if we can't go there
19 until the snow is gone, then we have lost that opportunity
20 to build the road.

21 Unless, you go -- and you know where these walls
22 are going to be. So is there any chance you folks could do
23 the actual survey that we could work off of? The advantage
24 to closing the road is going to be lost if we have to do it
25 under normal channels.

1 MR. McCAULEY: You would trust our survey?

2 MR. RICE: With your approval. I mean, we went
3 through this twice already this year, and it's a long,
4 sometimes frustrating arrangement. And one of our problems
5 was that we had snow on the ground when we tried to get in
6 early to do it. And when you are on a real steep slope like
7 these are, and we're trying to get down there and get the
8 elevation, and then -- we just had problems.

9 So to think we could do an accurate job without
10 having problems, the snow has got to be gone, and then we
11 are two months before we can start the wall, because of the
12 data you need and the design we must make.

13 MR. McCAULEY: Right.

14 MR. RICE: So now we are into July with the wall.
15 Unless we survey it early ourselves, hoping we get the job.
16 But it makes more sense if you survey it once.

17 MR. McCAULEY: I will need to check on that and
18 see if we are ever doing it. I know we have. We've got
19 sections cut at 10 meters now. And I need to check and see
20 if we have a lot of surveyors who can do it. While the
21 surveyors are out there, there's no reason we can't have
22 them pop in a few more sections.

23 RESULT OF DISCUSSIONS BETWEEN FOREST SERVICE AND
24 FEDERAL HIGHWAYS FOLLOWING PRESHOW:

25 Note: FHWA will not provide more detailed surveys

1 on the walls. The contractor will need to survey
2 intermediate sections at 5 m prior to designing the walls
3 for submittal.

4 MR. RICE: You need -- you need closer than
5 10 meters on the wall. I can't remember -- do you remember
6 what we did?

7 MR. KILROY: I think five feet --

8 MR. RICE: I'm not sure. It was pretty close.

9 MR. ALZAMORA: Five meters would be much better.

10 MR. RICE: And maybe you can't do it. But we are
11 going to lose that advantage next spring on the wall
12 construction, if we have to wait and do it ourselves.

13 MR. McCAULEY: Okay. We will see what I can do.
14 That is a good observation.

15 MR. RICE: On your soil pinning walls, you have
16 got them 8 meters high, so they are going to be falling on
17 OSHA. And we've had problems going over 8 feet or 5 feet
18 with you folks' vertical wall, to put in soldiers by a wall.
19 How do we go 24 feet high with no shoring?

20 MR. ALZAMORA: You are going to have to decide
21 where you do the shoring; they are incidental to the wall
22 construction. And in some areas you can't. Some areas you
23 are going to have to shore, because they will take
24 out --

25 (The court reporter expresses difficulty hearing

1 Mr. Alzamora.)

2 MR. ALZAMORA: What I was saying is that some of

3 the MSE walls are going to need shoring to get one -- to

4 allow one lane of traffic. And you are going to need to see

5 what you need to use there. Is that what you are referring

6 to on the MSE walls?

7 MR. KILROY: The soil nail wall.

8 MR. ALZAMORA: Oh, the soil nail wall.

9 MR. RICE: On the soil nail wall, we put in some

10 soldier vertical walls. They were only 8 feet high, but

11 because they exceeded 5 feet of the vertical face, we had

12 some problems with that vertical face and -- up against

13 traffic. And where your nail tie-back wall is going to be,

14 you don't have enough room.

15 MR. ALZAMORA: Well, you're -- you're only going

16 to have up to a 3 foot (one meter) high cantilever on top,

17 before you put a row of nails in there. So you are going to

18 have to come down, put a row of nails --

19 MR. KILROY: So start from the top --

20 MR. ALZAMORA: Start from the top down, put a row

21 of nails, and another 3 feet, one meter, row of nails, and

22 there should be plenty of room there.

23 CLARIFICATION BY MR. ALZAMORA: The soil nail wall

24 needs to be constructed according to the plans. The top and

25 bottom cantilever and nail spacing are shown on the wall

1 details. The excavation should proceed one row of nails at
2 a time.

3 MR. KILROY: So basically you envision the same
4 thing with the MSE wall?

5 MR. ALZAMORA: With the MSE walls, where you are
6 going to do shoring --

7 MR. KILROY: So you envision putting a soil nail
8 wall there?

9 MR. ALZAMORA: Yeah, a temporary soil nail wall.
10 Or whatever -- it doesn't have to be a soil nail wall,
11 whatever measure of shoring you prefer to use.

12 MR. McCAULEY: Yeah, we did not want to specify.

13 MR. ALZAMORA: We usually don't specify that. But
14 that's what I would think would be a better way to do it.

15 MR. RICE: Jim Rice. Temporary silt fence and
16 bales or anything used for storm water permit will be
17 removed at the end of the job. To get rid of the permit, we
18 need to either transfer it or eliminate it. What are your
19 plans there?

20 MR. McCAULEY: Our plan is to transfer it to the
21 county -- to Fremont County, and the county will be taking
22 ownership of the road. But we don't know when the timing of
23 that is going to be. Because we need to get finalization of
24 the right of way. And then get them to file an easement
25 deed. And they probably won't take any responsibility of

1 the road until that occurs.

2 So I don't know if I can -- I guess what I am
3 saying is I don't know if I can give you a specific answer
4 right now. Our plan is to transfer it to the county.

5 MR. RICE: When does our liability cease? We will
6 be done with the contract. We will be paid, you know.

7 MR. McCAULEY: Correct. We still have to talk
8 with the forest about -- maybe you guys, Burns, are going to
9 have to take care of it until we get it turned over to the
10 county, and they can take care of it. I don't know how that
11 is going to work.

12 RESULT OF DISCUSSIONS BETWEEN FOREST SERVICE AND
13 FEDERAL HIGHWAYS FOLLOWING PRESHOW:

14 Note: The County will assume responsibility for
15 monitoring and terminating the NPDES Permit, when the
16 contractor is released by final payment.

17 MR. McCAULEY: But at this point, I can't give you
18 a definite answer. But we are not going to leave you
19 hanging. We will have to transfer it at some point to
20 someone.

21 MR. SLUSHER: Vince Slusher, United Rentals. This
22 was the -- if we go to using signals or any type of signs on
23 this project, are you going to require the signs to be post
24 mounted? Or can we temporarily mount them on A-frames or
25 another approved device?

1 The problem I see is your drop-offs on each side
2 of the road, and you don't have a lot of room on the
3 bottom -- especially on the bottom part to put a sign in.

4 MR. McCAULEY: Let me check on an answer for you
5 on that and get back to you on the notes here. I think we
6 probably will be -- I am almost sure it will be required to
7 be NCHRP 350 certified type of installation. You know,
8 whether --

9 MR. SLUSHER: So we can choose whether we post
10 mount it or use an approved device?

11 MR. McCAULEY: That's correct. That is my thought
12 right now. But I will check on that and make sure anything
13 different from that gets to you.

14 RESULT OF DISCUSSIONS BETWEEN FOREST SERVICE AND
15 FEDERAL HIGHWAYS FOLLOWING PRESHOW:

16 Signs that will be up for the entire time should be
17 post-mounted, whereas signs that need to be moved with the
18 operations can be on temporary supports. This is standard
19 CFLHD practice, not a national requirement. As for the
20 signals, the MUTCD says: "Although temporary traffic
21 control signals can be mounted on trailers or lightweight
22 portable supports, fixed supports offer superior resistance
23 to displacement or damage by severe weather, vehicle impact,
24 and vandalism." We will be flexible on how signals are to
25 be mounted, given the nature of this project's construction.

1 In all cases (signs and signals, fixed or portable), the
2 contractor will be required to certify they meet NCHRP-350.

3 MR. SLUSHER: My thought would be if they are in
4 there making those walls, if you are looking at a month, two
5 months, whatever it's going to take to build those walls,
6 the time frame for a sign to be standing on an A-frame or a
7 tripod, that is quite a bit of time. If they have to come
8 in with a drilling truck to try to drill to put a post in
9 the ground. We all know what that can be like too.

10 MR. McCAULEY: Okay, thanks. I will clarify that.

11 MR. SLUSHER: Okay.

12 (There is a long pause in the proceedings.)

13 MS. McGEHEE: Did we have any other questions?
14 Did you have anything else, Bert?

15 MR. McCAULEY: I did not.

16 MS. McGEHEE: I'll ask that everyone leave their
17 plans, cross-sections and Special Contract Requirements on
18 the table, and I will come along and mark you off.
19 Everything else, you are welcome to take.

20 And if you need any questions answered as far as
21 this goes, later on, you are welcome to call, at this point,
22 Bert McCauley, if you would like to give them your phone
23 number.

24 MR. McCAULEY: Yeah, my phone number is (303)
25 716-2081, (303) 716-2081. I am in all next week, and then I

1 am out for three weeks after that on other projects. So you
2 will have to call next week.

3 MS. McGEHEE: Well, if you can't get ahold of
4 Bert, you are always welcome to call me. My name is Brenda,
5 and my number is (303) 716-2080. And if I can't answer the
6 question for you, I can certainly direct you to someone who
7 can. Thank you all for coming today.

8 MR. McCAULEY: Yes, we appreciated it.

9 (The meeting is concluded at 3:25 p.m.)

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1 STATE OF WYOMING)
) ss.
2 COUNTY OF FREMONT)

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6 C E R T I F I C A T E

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8 I, Sara C. McDowell, a Registered Professional
9 Reporter and an Official Court Reporter of the Ninth
10 Judicial District of Wyoming, do hereby certify that the
11 foregoing constitutes a full, true, complete and correct
12 transcript of the proceedings in the Pre-show bid meeting,
13 held on October 2, 2003, in Lander, Wyoming.

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15 Dated this 9TH day of OCTOBER, 2003.

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20 Sara C. McDowell, RPR
Official Court Reporter

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